









## Intimations.

WM. POWELL,  
LIMITED.—ALEXANDRA BUILDINGS—  
Des Vaux Road.LADIES'  
DEPARTMENT.NEW  
LACES  
and  
LACE  
COLLARS.LINEN DRILL DUCK  
MOTOR TAMS  
for  
LAUNCH & PICNIC  
WEAR.TRIMMED  
and  
UNTRIMMED  
MILLINERY  
in large variety.A FINE STOCK  
of  
WHITE  
CANVAS,  
WHITE KID,  
BLACK GLACE  
and  
BROWN GLACE  
WALKING  
SHOES.Also  
WHITE AND TAN  
TENNIS  
SHOES,

At Moderate Prices.

Wm. POWELL, Ltd.,  
HONGKONG.

Hongkong, 30th July, 1905.

## Intimations.

THE HONGKONG, CANTON AND  
MACAO STEAMSHIP COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,

T. ARVOLD,  
Secretary.

Hongkong, 22nd July, 1905.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 31st August, at 11 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,  
Secretary.

Hongkong, 27th July, 1905.

## HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

By Order of the Board of Directors,

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th July, 1905.

## NOTICE.

## IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this Bank will be CLOSED on and after 1st August next.

CREDITORS are requested to send in their CLAIMS promptly.

By Order of the Directors,

F. W. RUTTER,  
Manager.

Hongkong, 22nd July, 1905.

STREET INDEX,  
SECOND EDITION,

REVISED UP TO DATE,

by

ARTHUR CHAPMAN,

Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSESSOR,

The Treasury;

or

NORONHA &amp; COMPANY,

Government Printers.

Hongkong, 18th July, 1905.



Gold Medals PARIS 1889 &amp; 1900

Regd. Brand

HARRIS, CALNE &amp; WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,  
HOWARD & Co.,  
50, Queen's Road Central,  
Hongkong.

Hongkong, 19th May, 1905.

BAY VIEW HOUSE,  
MACAO.

SITUATED at the most charming part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

## COMMERCIAL.

## FREIGHT.

In their freight report, dated 20th inst., Messrs. Lamke and Rogge state:—Since issue of our last circular under date of July 14th, the general condition of the freight market has shown little alteration and any appreciable improvement is as yet not perceptible in most directions. Again only a few charters of a miscellaneous character have been concluded.

Re Saigon, excessively high prices at that port still make local importers abstain from effecting purchases, and the market closes quiet with hardly any demand. 7 cents per picul remains the nominal quotation. Exports of grain up to date from Saigon to this are falling short by over 1,000,000 piculs compared with same period last year, however, in spite of this, grain prices here and at Canton remain almost stationary, which indicates that this year's rice crop in Southern China must have been a sufficiently large one to counterbalance the deficiency.

Early in the fortnight, the Philippines market rallied a little, and after a cessation of chartering for several weeks a couple of steamers were fixed from Saigon to 1 port at 26 cents and to two ports at 28 cents respectively. Whilst waiting, the former dulness and inactivity are again prevalent.

The stoppage of business from Saigon in all other directions has continued.

Under the influence of a better market for sugar locally some fresh chartering has become practicable. Three settlements are on record.

Bangkok business is somewhat firmer, and although no actual chartering has as yet come to pass, several steamers having recently been put on the berth at that port for Hongkong, are said to have been filled on basis of 30 cents per picul from inside the bar.

From Hongkong to Shanghai there has been a fixture at \$2.50 per ton.

According to Shanghai reports, freights from Newchwang and the Yangtze ports continue in a somewhat condition, the situation during the next few months, it is feared, will be a very difficult one for owners and time charterers, and already in some instances the laying up of boats has been resorted to.

There has been no movement in coal freights, not a single fixture being reported locally from Japan to anywhere down south and no reliable quotation can be given.

Shanghai Freight:—No change.

Sail-onnages loading or to load.—For Baltimore and New York. British bark *Lawhill*, arrived 3rd June.

Disengaged:—British ship *Travancore*, 1,000 tons (left May 31st for Port Angeles, but was towed back June 8th after having been aground in Haulen Bay).

American ship *Kendworth*, 1,176 tons.

Departures:—None.

MODERN TEACHERS AND  
MODERN BOYS.

The ideal schoolmaster is no doubt born, not made. Yet that a very fair substitute can be turned out is certain, and the Rev. Canon E. Lytton, in the "Nineteenth Century," advances some very valuable hints on the subject of teaching schoolmasters to teach.

He says:—"The commonest kind of scepticism as to the value of training takes the form of insisting on the absolutely essential need of a certain personal magnetism if the teaching of a class is to be really effective. A conservative in this question would urge that, compared with the possession of this quality, no amount of technical knowledge or dexterity is worth anything. It is perfectly certain that in class teaching—and it is only about that we are now concerned—nothing can compensate for naturalness and native force. The great American actor, Jefferson, held the whole of a vast audience in the hollow of his hand as soon as he appeared in ordinary evening dress on the stage. It was not necessary for him to make any effort. There the man was, and as soon as you saw him you longed to go straight to him and to make his acquaintance on any pretext. Just so there are teachers who never speak without being listened to; others say the same things quite distinctly and nobody pays heed. If these latter are trained they may learn to speak with more vigour, probably at the cost of their vocal apparatus. But there will be no gain in effectiveness, and no one but an ignoramus could ever expect that there would be. And yet the answer to this is quite simple. It is a great mistake to classify teachers, any more than other people, into the two classes—very good and very bad. The vast majority are between the two; of these, very many possess some natural gift for teaching—not a very brilliant endowment, but quite enough to do good work withal, only it is for a long time, matted by blundering. It is quite possible for a conscientious, sound-headed man to sit daily in front of some twenty or thirty young Englishmen and, by omission and commission, spoil the very best of his teaching without knowing it. Another will begin by spoiling it, but, having some knack of self-criticism, he gradually comes to believe that when a lesson goes badly the fault is actually in the teacher, and not altogether in the pupils, or students as they are frequently called in the newspaper. This humility of mind, this readiness to say mea culpa, is by no means universal among the young men who come fresh from Oxford and Cambridge to join the teaching profession; it is, indeed, necessary to reckon with many instances of a very defective supply of the quality, because it would be foolish to credit young schoolmasters with a larger share of Christian virtue than other people, though one is stirred to do sometimes by the readiness of other people to credit them with less. The object, then, of a general system of training is to enable the majority of teachers to become a little self-critical, to be told of a mistake before it has become inveterate, and to give them that particular readiness to try humbly, again and again,

which is most terribly necessary in a school-master, and which, of course, requires to be planted, as it is a blossom of character which seldom grows naturally. The practical training now offered by universities and training colleges gives exactly this opportunity."

One striking and most interesting point in the Canon's article arises out of his reply to the objection to the practical training of teachers—that the atmosphere of the classroom, where criticism lessons go on is artificial. "The presence of other adults beside the teacher makes it impossible that the boys should be as boyish as they often are when pitted against him alone. To put it bluntly, they cannot 'rag.' This is doubtless true, but it comes to a good deal less than appears at first sight. Most middle-aged men have got a very erroneous conception of the modern problems, of class teaching. Their minds are stored with blurred recollections of a 'high old time' which they and their competers used to spend in making life miserable for some unfortunate usher thirty-five years ago. On the one side, impudence; on the other, impotence; vigorous cruelty against resourceless weakness; a prevailing din without, and within an exultant sense of law defied and opportunities of learning thrown away for ever. Strange and wonderful scenes, records of unheard-of barbarism and rough Teutonic vitality! But for weal or woe they are gone. Modern school life, except for a quite occasional revival of the old spirit, knows them no more. The twentieth-century boy has learnt decorum, and the change is well-nigh incredible. It may be put quite shortly in this way. Whereas formerly the most pressing problem was to safeguard himself against tumult and effrontery, the school-master of to-day has to think less of this than of apathy and peaceful inattention. Those are his worst enemies in class; and to meet them successfully he need not be a man of commanding presence or of terrific pluck, like Keate, but he must be a fairly good teacher. His class don't want to 'rag' him, nor do they exactly wish to use their brains in the right way; but they want, vaguely, to 'get on' or definitely to pass some examination; and if the master does not help them by his teaching, they will not throw things at him as they once did, but they will slumber. And methods whereby boys can be kept awake can be learnt."

## THE ENGLISH GIRL.

In the novels of a century ago the heroine was always seventeen, an age now considered too young to charm. Girls of other countries may be at their best at different ages, but the English girl is so at twenty. There are no lovelier girls in the world, and their complexions are unrivalled.

One true example of the English girl at twenty said recently to a *Western Daily Mercury* reporter:—"I was pale, languid, ill, I had anæmia in a severe form, and to Dr. Williams' pink pills for pale people I owe the health and strength I now have." The speaker Miss Mary Quinn, who lives with her parents at 7 Waterloo-street, Stonehouse, Plymouth, continued:—"Nearly three years ago I left my business place where I had been working for some time, because I found I was less able to do the work. One of the best doctors in the district advised me to go to the Royal Albert Hospital for treatment. They sent me for three weeks to a convalescent home. I felt better there, but one cannot live always in a convalescent home, and as I feared, after two or three weeks at home I was as weak as ever."

"Mine was a bad case indeed. The pains in my back were terrible. I ached all over. At times, too, I felt a shaking pain around the heart. I was very low-spirited and weak. Soon I had to go to the doctor again, and once more he sent me to the hospital. This time I was in three weeks, followed by a fortnight at the home, but with only the same result—better while there, and a return of my troubles when I got home again. My parents were seriously concerned about me. My anæmic state was terrible. Weak and short of breath, I had a defective heart and pains all over me. My whole body seemed without blood."

"It was at this time that a friend advised Dr. Williams' pink pills. I got a bottle, and before I was half-way through it my health improved, and I could feel them benefiting me. All the trouble I had had with my breath before went away, so I persevered with the pills, and found the pains leaving my back, until after three bottles I felt strong and well. I could run about the house, and could sit at sewing for hours—something I hadn't done for years."

"I haven't had any more of the pills since, as I haven't needed them. They cured me, and I am quite a different girl now. I feel equal to any task for my health is capital." Women know why they and their daughters need new blood more than men; but men can be anæmic, too. The weak back, easy fatigue, lack of interest in life, indigestion, and general nervous weakness which trouble both men and women, need new blood to cure them, and these pills make new blood. Nerves that need new blood to feed them show their need in neuralgia, fits, St. Vitus' dance, eventually paralysis, locomotor ataxia, and utter breakdown. But Dr. Williams' pink pills for pale people can cure all these things—the genuine pills. It is important to avoid substitutes, and purchasers should take care to see the full name, as above, on the wrapper, before paying. Sold by most dealers, or sent direct by Dr. Williams' medicine co., Hibernia-viaduct, London, post free for two and sixpence: a bottle, or six bottles for thirteen and sixpence.

The Mother and Sister of Miss Quinn confirmed all that she had said, and the reporter describes her as a perfect type of the bright, Twenty-year-old English Girl.



The English girl at her best at twenty.

## Consignees.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE S.S. "DEN OF CROMBIE,"  
FROM LIVERPOOL, GLASGOW AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th proximo, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 29th July, 1905. [785]

FROM HAMBURG, ROTTERDAM,  
ANTWERP, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

"RHENANIA"

Captain Foerck, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th August will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 28th July, 1905. [782]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 25th July, 1905. [774]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Macdonald*,  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 26th July, 1905. [72]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED,

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., SATURDAY, the 29th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 18th July, 1905. [786]

## Notice of Fin.

## NOTICE.

MR. GEORGE WARREN SWIRE, son of our late Senior, Mr. J. S. SWIRE, has been admitted a PARTNER in our Firm.

BUTTERFIELD &amp; SWIRE.

Hongkong, 28th July, 1905. [783]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1895. [52]

## Hotel.

OCCIDENTAL  
HOTEL.

## EXCELLENT CUISINE.

## MODERATE PRICES.

## ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

## EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [57]

## Intimations.

IN THE SUPREME COURT OF  
HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCE 1865,

AND

IN THE MATTER OF THE SAM YEE COM-PANY, LIMITED, IN LIQUIDATION.

NOTICE is hereby given that the Court has adjudged the application of the Undersigned for settling the List of Contributors of the above-named Company, and the same will be settled at the Supreme Court House, Victoria, in the Colony of Hongkong, on TUESDAY, the 1st day of August, 1905, at 10.30 o'clock in the forenoon, pursuant to the Companies' Ordinance 1865 and the rules thereunder.

Dated the 25th day of July, 1905.

J. W. LEE-JONES,

Official Liquidator.

[775]

THE WINE GROWERS  
SUPPLY CO.

BARRETTO &amp; Co.

General Agents, Hongkong.

## SYRUPS.

Gum .....	
Grenadine ...	
Raspberry ...	
Lemons .....	p.c. 1/2 p.c. 1/2 p.c. 1/2 p.c. 1/2
Red Currant	\$15.00 \$17.00 \$19.00 \$21.00
Lime .....	
Vinegar .....	



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

WATSON'S  
E

VERY OLD LIQUEUR

SCOTCH  
WHISKY.

THIS  
CELEBRATED  
BLEND  
OF

THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

AND

QUALITY

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

OUR OWN  
BRANDS:

HOME BOTTLED:

GREGOR & Co.'s IMPERIAL

HIGHLAND WHISKY ..... \$16.00

GREGOR & Co.'s CLUB No. 1

WHISKY ..... 18.00

GREGOR & Co.'s ROYAL OLD

LIQUEUR WHISKY ..... 24.00

GREGOR & Co.'s TARRAGONA

GREGOR & Co.'s OLD TAWNY

PORT ..... 11.00

Hongkong, 17th June, 1905.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is in any part of the world 1s 3d per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.  
GONCALVES-JONES.—On Saturday, the 29th inst., at St. Joseph's Church, Hongkong, by the Chaplain, the Rev. Father Augustine, NUNO ALVARO, elder son of Mr. C. J. Goncalves, of Hongkong, to HYACINTH MARY, second daughter of Mr. Daniel Jones, J.P., F.R.G.S., of Shifnal, Shropshire, England. 1790

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 31, 1905.

HONGKONG'S PRESTIGE.

The activity of the Straits Settlements Government in arranging that Singapore shall become a strongly fortified depot has led to some misgivings in the minds of those interested in the welfare of Hongkong as a naval station. The Government of the Straits expropriated Tanjong Pagar Docks mainly on the ground that the directors were not pushing forward the needed extensions for the accommodation of large vessels with sufficient rapidity. Now that the property has fallen into the hands of the authorities there will be a strenuous effort made to bring Singapore into line with the system of naval stations throughout the Empire. It is suspected, however, that this anxiety to bring Singapore up-to-date spells danger to Hongkong. In the first place one of the effects of the Anglo-Japanese Treaty has been seen in the withdrawal of the majority of the battleships on the China Station. It is conceivable that the Anglo-Japanese Treaty will not always subsist. Nations, like people, have their fits of bad humour, and should such occur in the future where England and Japan are concerned, Hongkong would occupy a very isolated and even dangerous position. Hongkong, as it is to-day, does not pretend to be an impregnable fortress; it is quite vulnerable to attack, and only a few months ago the island was "captured" in the simplest fashion during the military manoeuvres. What a handful of troops can do once they can do again. Yet Hongkong is the basis of the China squadron, with great docking and shipping interests to be protected. In the event of war with Japan—a remote possibility no doubt, but still a possibility—the first onslaught would be made on Hongkong. At least that is the theory advanced by a military writer in a home journal. It would therefore become necessary to change the centre of the fleet's action, and it is now suggested that preparations are being made to convert Singapore into a first-class naval depot which will rival Hongkong in the near future. It should not be forgotten that Singapore occupies a very favourable position for use as a naval base. A fleet in the vicinity of that Colony would be in continual touch with the India, China and Australian squadrons. It would be impossible for a fleet to approach Singapore without affording the clearest clues to its whereabouts. The islands which lie outside the Colony act as a guard or shield; and, to protect the harbour works, advantage has been taken of their position to construct forts upon them in the most favourable positions. Hongkong, on the other hand, is somewhat exposed to attack, and it is questionable whether the adjacent islands have been employed as fully as might have been done for protective works. Then, again, Singapore has been chosen as the rendezvous for the annual conference between the Admirals in command of the China, Indian and Australian Stations and for two years in succession the conference has taken place in a secluded port near that Colony. Nothing is ever allowed to transpire regarding the subject of these deliberations, but we may take it that a trio of Admirals do not meet merely to pass the time of day. All this shows that Singapore is searching after the position which has been held so long by Hongkong. The idea that Singapore is a useful sort of place is gradually taking shape in the minds of the authorities. But it will be a long time yet before Singapore can hope to compete with Hongkong as a naval station. Not until the completion of the Tanjong Pagar works can we estimate the power of the southern colony to inflict harm on her neighbour in the north, and by that time new counsels may prevail in naval circles. There is no cloud in the sky so far as Great Britain's diplomatic relations are concerned at present, and in the hope that such a desirable state of affairs may long continue we can only trust that the prestige and power attaching to Hongkong as a naval base may exist unchanged for another generation.

## LOCAL AND GENERAL.

FROM to-morrow Reville will sound at 5.55 a.m. and Retreat at 7 p.m.

DURING the week ended the 30th inst., 167 non-Chinese and 43 Chinese visited the City Hall Reading Room.

MR. C. B. Dawson, who has been on the Gold Coast in West Africa, has arrived at Singapore to join the Raub Australian Gold Mining Co.

A MEDICAL Board will assemble at the Military Hospital, Kowloon, to-morrow, to report upon the state of health of certain Russian Refugees.

THE cable steamer Recorder has returned to Singapore from Haiphong. The vessel has been away picking up the old Hongkong-Haiphong cable, and has encountered bad weather most of the time.

We would remind our readers that Messrs. Lane, Crawford & Co.'s Removal Sale commences to-morrow, the 1st August, when all goods will be sold at a reduction of 20% for cash as advertised.

THE Straits Times hears that it has been decided to lengthen Victoria Dock by 100 feet. This Dock is 450 feet in length, 65 feet wide at the entrance, and has a depth of 20 feet on the sill at ordinary spring tides. It is built of granite.

DR. Albert Ernest Jenks, the chief of the ethnological survey in the Philippines, has resigned his position and will return to the United States to recover his health. His resignation was submitted July 17 and was accepted by the commission to take effect July 30.

THE Far Eastern Review is increasing in bulk month by month, and the publisher and editor, Mr. Geo. Bronson Rea, is to be complimented on the interesting fare he is now placing before his readers. The July issue contains an unusually large number of illustrated articles prominent amongst which is one on the new Government offices of Hongkong.

CAPT. A. Simons Ward, Grenadier Guards, and A. D. C. to Gen. Villiers Hutton, Commanding Hongkong and Capt. Elgood, West Kent Regiment, were in Singapore on the 25th inst., en route to Borneo for a shooting tour. Capt. Ward is a son of Sir Edward Ward, Secretary to the Army Council, and a nephew of Mr. Harry M. Simons, formerly of Singapore.

HIS Excellency the Governor of British North Borneo has been on an inspection visit to the West Coast. The state of trade at Jesselton was noted with satisfaction and the s.s. Kedah alone took 2,500 packages for Singapore. The cargo trade is reported to be increasing. Other visitors to Jesselton about the same time were the District Officer of Temapaur and some Dusuns.

CORNELIUS Vanderbilt, the multi-millionaire of New York and Mrs. Vanderbilt will visit Manila next December as guests of Major General and Mrs. Corbin. The commanding general has just received a letter from Mr. Vanderbilt in which the latter expressed his intention of accepting General Corbin's invitation, extended before the latter left the United States, to visit him at Manila.

THE man-of-war anchorage at Singapore appears to be infested with sharks for every night several large ones are seen hovering round H.M.S. Sirius. The other evening one measuring eleven feet six inches in length and sixty-four inches in girth was caught. The fish had been observed for some time alongside H.M.S. Sirius, and a hook baited with four pounds of pork was put out and soon snapped up, and the brute hauled out and despatched.

A NUMBER of shopkeepers in Connaught Road, West, having more stock-in-trade than they had room for in their shops, expanded their premises, by stocking the surplus goods on the public roadway, thereby causing an obstruction to the traffic. One man had 67 tubs of oil so placed; a second 39 boxes of salt fish; a third 56 bags of rice; others quantities of baskets of fruit and so forth. For this usurpation of the public road, Mr. F. A. Hazeland fined them \$50 or six weeks; and one for causing a minor obstruction \$15 or one month.

THE case against Cheung Fat, charged with murder, which was remanded from Saturday last, was resumed before Mr. F. A. Hazeland this afternoon. Another witness was called and denied having played cards with the accused on the night in question. This concluded the case for the prosecution except for the evidence of Dr. W. Hunter, now confined in the Government Civil Hospital, suffering from typhoid fever. For the defence a quarman gave evidence to show that the prisoner was confined to his mattress, through sickness, from the 14th June to the end of the month. The case was adjourned till the 8th prox.

A VERY enjoyable function took place on Saturday evening when Mr. E. A. M. Williams, secretary to William Powell, Limited, was entertained to dinner at the King Edward Hotel by his colleagues and friends on the occasion of his departure to take a position with Messrs. Lowe & Bingham, chartered accountants. In the course of the evening Mr. J. Whyte, in the name of the subscribers, presented the guest with an address and a massive inkstand in token of the esteem in which Mr. Williams was held by the employees of William Powell, Ltd. Mr. Woo Chun, one of the Chinese assistants, spoke on behalf of the Chinese staff, his speech being translated into English by one of the party. Altogether the proceedings were of an extremely pleasant character and closed at a late hour, songs and toasts being given by most of those present.

## HONGKONG APPEAL COURT.

## AN INTERESTING CASE.

The Full Court sat to-day to hear the Nam Lung vs. Lam Tung appeal case—the Chief Justice, Sir Francis Piggott, and His Honour Mr. A. G. Wise, Puisne Judge, on the bench. Mr. H. N. Ferris, instructed by Mr. Hays, appeared for the appellant; Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, represented the respondent.

This case, it may be recalled, arose out of a robbery which was committed near Saigon, in Indo-China. A Chinaman robbed the Nam Lung firm of between \$7,000 and \$8,000 in cash and jewellery. He escaped to Hongkong, but was captured here and extradited to Saigon, where he is now undergoing a term of imprisonment for his crime. When caught, he had in his possession, besides other money and valuables, a sum of \$2,600, made up of 26 notes of \$100 each. The cook of the vessel by which the robber came to Hongkong, Lam Tung, by name, alleged that the money found on Chow Kwan, the robber, to the amount of \$2,600 at least belonged to him. He had been entrusted with letters containing that sum by friends in Indo-China who wished him to deliver the letters to people at the outposts. The Nam Lung firm claimed the money as part of the sum stolen from them by Chow Kwan. The money had been lodged in Court pending a decision on the subject, and the appellants sought to obtain permission to bring new evidence on material points of the case.

Mr. Pollock, in opening the case for the respondent, said it would be convenient if he dealt in the first place with the appellants' motion to adduce fresh evidence. In connection with that matter he pointed out to the Court that the Acting Chief Justice refused the appellants' application for permission to take evidence as long ago as March last. Therefore from that date, apart from any appeal brought by them from the decision of the Acting Chief Justice, the appellants were perfectly well aware what their only hope was of laying any evidence before this Court on their side or to get witnesses to come up here and give evidence *visu voce*.

The Chief Justice—They took a further step on 8th June.

Mr. Pollock said they took a much bigger step than that because they set the case down for hearing on the 16th of June. The respondent submitted that the argument which was hinted at by the other side that the appellants could not be expected to appeal from the Acting Chief Justice's decision because he could be one of the judges of the Appeal Court—

The Puisne Judge—You need not go into that.

Mr. Pollock—Two or three weeks before this case came on for hearing the Acting Chief Justice ceased to be a judge of this Court and it was open to the appellants—

The Chief Justice—I would sooner you did not mention this subject at all, because I don't think it is a proper argument to address to the Court.

Mr. Pollock said the appellants had the opportunity after the present Chief Justice came to the bench to appeal to an independent bench of judges altogether, but they did not avail themselves of that opportunity. The rule here as to appeals from interlocutory orders was different from the rule at home. At home the appellant would have been debarred from appealing at the expiration of 14 days, but here that did not apply. Section 606 of the Code said that: "No appeal to the Full Court from any decision of the Court shall, except by special leave of the whole Court, be brought after the expiration of six months." Therefore—

Mr. Ferris—Yes?

Mr. Pollock—Would you please not interrupt. I know what I am about. Therefore, he continued, the language was quite general. There was a power of appeal for six months, and there was a marginal reference to Order 58, Rule 15, which had obviously departed from the terms of the home practice. At the end of May the appellants found they could not get witnesses up to give *visu voce* evidence. The appellants had deliberately elected to trust to the chance of being able to break down the plaintiffs' case. The appellants now said that they wanted to call a gentleman supposed to be the head of the Chinese community in Saigon and they said they also wanted to call another witness from the same locality.

The Chief Justice remarked that this was not a motion on appeal.

Mr. Pollock held that the appellants were taking a very unfair advantage. They said to themselves—"We will see if we can't break down the plaintiffs' case and if we cannot do that we shall go to the Court of Appeal and we will try to get a new trial on some other ground."

Mr. Ferris, in reply, remarked that they did not bring this case in order to recover the small amount that was at stake. The costs of these proceedings would be far in excess of the sum in Court. What the appellants wanted was to prove that they had been made the victims of conspiracy. Therefore they were anxious to get evidence which ought to have been presented and satisfy the Court that there had been a conspiracy of a fraudulent kind. Judgment was reserved.

AHMED DEEN, Indian constable, was arraigned before Mr. G. N. Orme this morning charged with the manslaughter of Chung Yui, a hawker, in Victoria, on the 29th inst.—Deceased, who was unlawfully calling out his wares, frightened at the sudden appearance of the Indian Constable who was approaching to arrest him, dropped his basket and endeavoured to escape down the un-named flight of very steep steps at the back and above the Central Police station, with the result that he was picked up with a fractured skull, death ensuing immediately. Evidence of the arrest was given before Mr. Orme, and the case was remanded to enable the police to secure evidence as to how the man met his death.

## CANTON NOTES.

[From Our Own Correspondent.]

Canton, 29th July.

## THE BOYCOTT.

The chief subject of conversation in Canton is the boycott. The native papers say that the 1st of the seventh moon—August 1st—has been definitely decided upon as the beginning of the boycott. It is doubtful if many of the Chinese know much about what a boycott means. Yet there seems to be one mind in the desire to begin something. The native papers give a very one-sided account of the difference regarding the treaty. The one desire seems to be to keep the Chinese "hot" regarding the injustice that is being done Chinese people. And as this is a matter that touches the many it is not difficult to keep the pot boiling. It may be that few of the merchants of Canton desire to go to the United States. But there are very few firms that have not some hangers on, or some poor relatives, that they would not like to send abroad. When all these are taken into consideration the number personally interested is large. It would be foolish to prophesy as to the outcome of the movement. The one thing certain at present is that a boycott will be attempted. For the rest we must wait and see.

## THE EMPEROR'S BIRTHDAY.

The Emperor's birthday occurs to-morrow. It was observed in a kind of a way yesterday. Perhaps the 28th is not a lucky day and a change was made. We have heard to reason for the change. Perhaps it was only local.

## THE FLOOD.

The typhoon brought a welcome change to Canton. For days it had been hot, just about as hot as the hottest place we care to mention. The rain and the wind have made it delightfully cool and people look happy again.

## PLAQUE.

A good many cases of plague are reported in the city.

## IMPORTANT MILITARY REPORTS.

An Imperial Decree dated from Peking, on 21st inst., is to the following effect.—Since the beginning of our dynasty bows and arrows have been the important arms to uphold the national dignities and thus in examining military officers and in training officers and men riding and arrow shooting were recognized as essential items for men of arms. However, in recent years the methods of fighting have been greatly changed and are daily changing and arms are especially improving daily. In reflecting that our ancestors respected the excellence of the army and had done everything possible to keep the army up to date practically, therefore from this date all the Princes, Dukes and high officials of the Eight Banners shall all study thoroughly the modern science of war and defences and shall not indulge in the mere study of useless out of date matters. Those who shall be received in audience before appointment in military services who used to carry bows are not any longer to carry bows. The Imperial escorts, the Imperial Guards and all the Government armies are not allowed to have any obsolete weapons but up to date ones. The method of selecting the Imperial Guards and other officers and Manchurian soldiers, the examination of their knowledge in the science of war and their physical strength and their abilities, etc., are hereby ordered to be investigated by the Ministers of Presence and the Board of War, who shall compile the rules and regulations for the same.

## THE TAFT PARTY

AT YOKOHAMA.

The *Columbus* correspondent at Yokohama, writing on 25th inst., states.—The Pacific Mail company's steamship *Manchuria* arrived here to-day with the Taft party aboard. Never since General Ulysses S. Grant, then the recent President of the United States on his famous trip about the world, made Japan mad over America, has any American created such a furore as has Taft. With the ovation to him was, of course, coupled the enthusiasm for Miss Alice Roosevelt, the daughter of the President. Yokohama harbour was a mass of bunting and every ship and sampan in the bay was ablaze with colour. The Japanese Government had made magnificent preparations for receiving the distinguished party of Americans, and the display of day fireworks which greeted the anchoring of the *Manchuria* was the finest ever seen here. The United States Minister and his suite, with the consuls of the various cities together with the representatives of the Mikado, and an immense concourse of people of all nationalities in launches and junkies met the *Manchuria* miles away from the anchorage and accompanied it into the inner harbour. The steamer of the Government saluted the Secretary first and the guns of the defences boomed the ceremonial salute. All Yokohama is alight to-night with lanterns, and one would think it a celebration of the fall of Port Arthur so great is the noise and the illumination. All aboard the *Manchuria* are well.

## THE SINKING OF THE "PRINCESSE MARIE."

STERN, BRITISH ORDERS TO "TEREK."

Shortly after the crew of the *Princesse Marie* arrived at Batavia they learnt that Admiral Sir Gerard Noel, Commander-in-Chief of the China Squadron, had telegraphed to the Commander of the *Terek* to remain at Batavia and should his orders not be carried out instantly, he informed the Commander that the *Terek* would be searched for, and the consequences would be most serious. The Commander on receipt of the cable immediately dispatched the cruiser and wired to the Admiral. His Excellency's orders had been complied with. A couple of days later a battleship and two cruisers, belonging to the China Squadron were sent to Batavia by the Admiral to satisfy themselves whether the *Terek* had been destroyed and when they arrived they found that the Admiral's orders had been carried out. It is believed that the *Glory*, *Hogue* and *Sulley* were the vessels that went out on this mission.—*Cyprian Chatter*.

## TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

## OBITUARY.

ADMIRAL YEH DEAD.

[From Our Own Correspondent.]

Shanghai, 31st July,

12 noon.

The death is announced of Admiral Yeh-chu-kwei, the re-organiser of the Chinese Navy, director-in-chief of the Kiangnan arsenal and dockyard, and the commander of the combined Nanyang and Peiyang squadrons.

## NAVAL NOTES.

RECENT APPOINTMENTS.

The following appointments have been announced at the Admiralty:—  
Captain.—Hon. R. F. Boyle, M.V.O., to *Leviathan*, and as flag-captain to Rear-Admiral Lambton, vice Cradock.

Lieutenants.—The following are reappointed temporarily in lieu of sub-lieutenants on promotion: F. S. McGeehan to *Glory*; N. E. Isenberger to *Hecla* for Eone; H. de H. Tupper to *Sirius*; C. A. Poignand to *Benaventura*; and T. K. Maxwell to *Ocean*.

Lieutenants.—E. C. Stubbs to *Spanker* (N.), temporary, and *Thetis* (N.) on recommissioning.

Paymaster.—J. C. Baker to *Thetis*, on recommissioning.

## THE SURVEYING SERVICE.

Although the pay is good, the surveying service offers few attractions to the ambitious young officer. Promotion is slow and limited. The journal says surveyor has no prospect of becoming a Sea Lord commanding a fleet, or attaining any other of the "plums" that may be plucked by other officers of the executive branch. Under these circumstances, a home journal says, it is not surprising that recruits to the surveying service are not numerous. Nevertheless, the work is important, and with a view to inducing more lieutenants to take it up the Admiralty have made a new regulation. In future navigating lieutenants and sub-lieutenants will be permitted to join the surveying branch for two years only. At the end of that time they may return to work in the fleet, if they so desire. Apparently, the Admiralty are a bit dubious of results, for as a further inducement, they add a promise to favourably note the officers who have done two years' surveying. This means that the fact will count in their favour when selections for promotion are made.

## THE "SOLLY"

An Indo-China paper says that is the opinion of all the naval officers who have witnessed the different attempts made to save the cruiser *Solly*, the ship is to be given up as lost. Even if she could be rescued from her critical position, the cost of salvage and repairs would amount to more than the building of a new ship of the same type. The engines now touch the ceiling of the engine-room and act as pillars supporting the ship which, however, forms from day to day a more pronounced curve.

## THE BATTERY PATH MYSTERY.

CHARGE REDUCED.

This morning, Mr. F. B. L. Bowley, Crown Solicitor, appeared before Mr. F. A. Hazeland, and applied to amend the charge against Aaron Ellis, from that of murder to one of manslaughter, by eliminating the words "willfully and of malice aforethought," and for "kill and murder" substituting "slay and kill." Mr. Hazeland said of course he had no jurisdiction in the case of murder or manslaughter, and must commit it to the sessions, but the charge of murder could be withdrawn and one of manslaughter substituted. This was done, and the substituted charge was then read over to the accused who pleaded "not guilty."

Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, who appeared for the accused, asked for bail, saying that his client could furnish two personal bonds of \$5,000 each, and be understood that the Crown Solicitor had no objection.

Mr. Bowley.—That is so, your Worship. The case was then set for hearing on the 8th prox., bail being allowed as applied for.

## SHIPPING AND MAILS.

MAILS DUE.

American (*Doric*) 1st prox.  
Australian (*Taiyuan*) 1st inst.  
German (*Scharnhorst*) 1st prox.  
Canadian (*Empress of India*) 14th prox.  
Australian (*Changsha*) 19th prox.

The C. N. Co.'s s.s. *Taiyuan* from Australian ports left Kuchino on 28th inst., p.m., and is due here to-morrow.

The C. N. Co.'s s.s. *Changsha* from Australian ports left Sydney on 26th inst., and is due here on 19th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Mahean* left Singapore on 28th inst., at 5 p.m., and is due here on 2nd prox.

The Imperial German Mail s.s. *Scharnhorst* left Foochow this morning at 10 a.m., and may be expected here to-morrow at 7 p.m.

The C. P. R. Co.'s s.s. *Tartar* from Hongkong on 31st inst., and Yokohama on 1st inst., arrived at Vancouver on 26th inst., at 5.30 p.m.



## TELEGRAMS.

[Official.]

## JAPANESE ADVANCE

IN SAGHALIEN.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

Tokio, July 30, 1.30 p.m.

Saghalien Army reports that the army commenced the march at dawn on the 27th inst. pressing hard upon the enemy, and at 3 p.m. the advance guard occupied Derbenkoye while the cavalry entered Loukov.

A detachment, which advanced eastward via the district near Novonich in Aclowskoye, defeated the enemy consisting of infantry and artillery near Wedernikovski at 3 p.m. of the 27th inst. and immediately started in pursuit.

## ANOTHER TOWN CAPTURED.

RUSSIANS RETREAT.

Tokio, 30th July, 9.30 p.m.

Saghalien army reports:—Our independent cavalry force which entered Loukov in the afternoon on the 27th inst. withdrew that night owing to grave unrest in the town. Our army's left column commenced the movement at 3.30 a.m. on the 28th inst. for the occupation of Loukov, and its advance guard, with cavalry, after attacking the enemy at the north side of Loukov, entered the town where street fighting ensued and at 8.30 a.m. Loukov was completely captured.

Our army's right column, after defeating the enemy near Wedernikovski, pressed hard upon them, and their main force since the night of the 27th inst. has, in disorder, fled southward. A detachment, sent in pursuit, met, on the 28th inst. at a point 8 kilometres south of Loukov, the enemy's infantry about 800 strong, of whom 200 were killed and 500 were finally captured.

The enemy who confronted our right column since the 27th inst. consisted of 3,000 infantry and eight guns while that confronting our left consisted of 2,000 infantry and four guns.

[Reuter's.]

## Accident on the Electric Railway Liverpool.

London, 28th July.

An electric train from Liverpool to Southport ran full speed into a stationary train, killing 22 of the passengers.

## The Peace Negotiations.

M. de Witte, in an interview on board the Atlantic liner, transmitted by wireless, declared that nothing which had recently occurred in Europe could remotely or indirectly affect the problem with which he will have to deal.

M. Komura and M. Takahira lunched with President Roosevelt at Oyster Bay.

Later.

A version of the Japanese terms of peace has already been published in Washington with some show of authority. The terms comprise an indemnity of £200,000,000, and the neutralization of Vladivostok, against which Japan will agree not to fortify Port Arthur.

M. Sato, at an interview in New York, said that Japan was perfectly ready to agree to an armistice after the credentials of the plenipotentiaries had been examined.

[A San Francisco wire of the 27th inst. says:—] "It has been agreed by the Russian and Japanese peace commissioners that the negotiations shall be conducted in the English language and that the terms of the proposed treaty shall also be drafted in that language. For a time the French language was considered, but finally it was unanimously decided to use the Anglo-Saxon tongue." The *Manila Times* remarks that it is believed that this is the first time English has been recognized by two foreign powers not speaking English in their daily life, as the medium of their diplomatic intercourse and the language in which a treaty between two such powers should be drafted. Heretofore the diplomatic language of the world has been French, and its claims as such have been almost universally recognized. The present agreement affords another testimonial to the increasing spread of the English language and gives further assurance of its some day being the language of the civilized world.—*Ed., H.K.T.*

## The Autumn Cruise of the Channel Squadron.

29th July.

The forthcoming cruise of the British Channel Squadron in the Baltic Sea is causing a great outcry in Berlin; the Conservative newspapers claim that the Baltic must be regarded as exclusively controlled by the countries bordering it, and as Sweden, Denmark and Russia are not able to say much on the matter, Germany must be considered mistress of that sea.

## Blockade of Vladivostok.

A strong Japanese squadron is blockading Vladivostok.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st 11.55 p.m. The barometer has risen over the E. coast of China, and fallen in Formosa.

There are some indications of the existence of a low pressure area in the Pacific, which may be situated to the SE. or S. of the Loo-Choo.

NE. winds are likely to set in over the Formosa Channel and NW. winds NE. part of the China Sea.

Forecast.—Light or moderate NW. and W. winds; sea.

## HONGKONG AT NIGHT.

A moment ago the peak was blanketed with a dense fog. It was as if the ebon wings of Death hovered over the island. But now the Chinese mainland reveals itself, and across the harbour and beyond Kowloon and beyond the paddy fields the mountains stand out black and wonderful against the sky. The moon is racing between the cloud gaps and burnishing the face of the waters and gleaming on the wetted sides of the steamers. Far to south you can just see the lighthouse, the one-eyed sentry of Gap Rock, blinking at the masthead lights of the ships that pass in the night. Between the light and Hongkong is the China Sea studded with islands, and in and out among the islands great junks with bat-wing sails move like phantom things over the leaden sea.

Far below the peak is the harbour, lit up by the liners and the cruisers and the junks and the sampans that lie as thick as ants on a honey-pot. It is the harbour of a million eyes, and a coolie leaning against a rickshaw like an unto heaven, top-side down. Descending the mountain side brings you to the harbour. Here is a little knot of people on the quay, and in front of them a clog squatting on his haunches with a bamboo sticking out over the water. From the end of the bamboo four strings run down and out, pyramid fashion, into the water. The bamboo bends, and the putty-faced man on the quay rises and lifts the bamboo over his head. The four strings become taut, and out of the black water, a net appears swarming with small fry, and the putty-faced man is pleased. I fished all day over the side of a tramp, and caught nothing. The Chinese fishermen coming out of the blackness of the stokehold, their bare backs streaming with ink, looked at me with utter contempt. Yet here is this grinning coolie sinking his raggard anywhere in the harbour and performing miracles. His ancestors must have dwelt on the shore of Galilee.

The sampans and the junks have all anchored off some distance from the quay. This is the law of Hongkong, for otherwise the army of sampan men might step ashore and seize the island in the dark watches of the night. The quay is full of life; for the night is warm and the merchants, arrayed in purple and fine linen, are strolling in the moonlight. Mr. Woakes is attired in a flowing robe of white and pale blue baggy trousers. Trotting besides him is little Woakes junior, arrayed in splendour gaudy as a butterfly. The children are racing up and down, their tail-coats tied with bows of pink and blue. Over the water from the lined-up sampans comes a woman's voice. She is droning a Cantonese love song. There is six feet two of Sikh police in khaki uniform. His beard is shining in the lamplight; it is well trimmed and black as jet. Around his wrist are two half-hitches of pigtail, and on the end of the pigtail is a coolie revolving and wriggling like a kangaroo-rat in a trap. The coolie is a desperate fellow; you know that by his face, a face that must have broken all the commandments of the East and West. There is a huge crowd following. It looks as if every coolie in Hongkong had fanned up in the scrum behind the Sikh. Stray pieces of road metal strike him, but he is not afraid, and his eyes are flashing and grand to behold. The crowd is pressing in closer and showing its long yellow teeth. Their warty hands, armed with inch finger nails, stab at the Sikh. From his right wrist dangles a baton. The baton gives an angry little jerk now and then like a dog's leg twitching with pain. A coolie, more desperate than the rest, comes within range, but the Sikh has eyes in the back of his head. The long loose arm with the baton at the end swings round like a catapult, and there is a nasty dull thud. The coolie sits in the dust rubbing tobacco into a two-inch scalp wound, and wondering what he has been doing since morning. Along the quay six more Sikhs reinforce their comrade, and the crowd melts away to the gambling dens and the dice-box.

Queen-street, the fashionable quarter of Hongkong, is almost deserted, and is cheerless, for there are no lights in the shop windows. There must be a dog fight in the Chinese quarter and all the Queen-street folk have gone there. You go that way, and as you draw near a sound of revelry by night falls on your ears. A steamer's siren hoots down on the quay. There is a clash of brass and tinkling of cymbals, and a volley of crackers from the steamer's bows. If that pandemonium otherwise known as Chinese music has not terrified the "devil man" it is not the Chinaman's fault. I hear the yod of the river steamer's paddles and the shouts and laughter of the coolie passengers. The *Sam-Sin* is off to Canton.

The glow of light from the Chinese quarter almost blinds you at first. The streets are full of lanterns, red and yellow and green and blue; and blue and green and yellow and red are some of the colours that adorn the crowd. I hear the sound of the scraping of fiddles over the way and step over and look in. At one end of the room are about twenty sailors, British and American, sitting on a long bench. At the other a bar with an array of beer mugs. It looks like target practice. Behind the bar is a woman, the one white woman I have seen to-night, and her reminiscences will run into thirty editions. In the corner is a low platform, about one foot high, and five feet square, and on this two Filipinos are scraping violins. The sailors set to partners, those that can stand, and circle slowly around the room with a kind of movement that has the rock of the sea in it. The sailors who cannot stand sit where they are and applaud. Everything seems a great success to them. To-morrow they will be cooling their heads on the capstan.

A girl of eighteen is feeling her way along the shop fronts, her face painted as gaudy as a barber's pole. Her dress is a dress of a million dyes, and all the shades of sunset are blended there. Out of her smooth, expressionless, putty face two beady eyes peep between the slanting lids. She must be blind. But no! She is groping along the shop fronts because her midget shoes are only two-and-a-half inches long. And if you stood her out in the road she would tumble over like a wooden doll. Little

Chinese policemen with mushroom hats patrol the winding streets. They surely cannot keep order. A half an hour ago a coolie thought likewise, but now he is quite of another opinion as he sits in a cell nursing a lump on his scalp as big as a saucer.

Here is a restaurant. It has a front like a Buddhist temple. Some local swell has just entered. Bang! bang! bang! go the cymbal men inside the door. That is in his honour.

A turn in the street and you see the harbour and the harbour lights. There are half a dozen black shadows rising out of the water; the armoured sides of cruisers. With these walls are men of Devon. Another long, low, black alligator thing with two stumpy funnels is moving swiftly out of the harbour like a thief in the night. It is a destroyer off on patrol. I have not seen a drunk man as yet, and this is the poorest quarter of the town. What a contrast to the alleys of Lambeth and the faces of the wild beasts that scavenge the dustbins there!

The shutters are closing, the streets are emptying, and I only notice one Sikh policeman and two men-of-war's men seeking their sinuous way to the quay side. How beautiful is the sky! It is quieter still. I pass a shop, and through a crack in the shutter stream a faint light. I peer through and into the room beyond the shop, and notice a dozen putty-faced men bending over a low table. I hear the rattle, the rattle of an inverted dice-cup. It is the first round a Chinaman hears at birth. He will listen for it when he wakes on Judgment Day.—W. M. Anderson in the *P. M. Gazette*.

## SHIPPING JETSAM.

The transport *Lozan* dropped anchor in Manila the other morning after a record trip of 26 days across the Pacific. The run from Guam to that port was made in less than five days, which established a record, not alone for the *Lozan* but for the rest of the trans-Pacific transports.

At Singapore the other morning, a serang of the s.s. *African Prince*, was before Mr. Coleman on allegations of defamation and extortion. The defamation consisted in writing that Mr. Matthews, the chief engineer, had demanded from him Rs. 250, or threatened to discharge him; the extortion arose out of his taking a half month's pay, Rs. 13, from the vessel under a threat of making the place hot for him. The case was not concluded when the mail left.

The *Manila Times* of the 21st inst. says:—With the departure of the steamship *Loongiang* this afternoon, the port of Manila loses one of the most popular captains in the China-Manila service in the person of Captain G. S. Weigall. For over seven and a half years Captain Weigall has been in command of the *Loongiang*, and his departure on that vessel to-day is his last voyage on what has long been his floating home. On his return to Hongkong, Captain Weigall goes to England to bring out a new, large, finely equipped passenger steamer for Jardine, Matheson and company's Chinese trade, which will be without a rival in these waters. By his courteous manner toward all with whom he came in contact Captain Weigall has made a host of friends among travellers and shipping men, and his well deserved promotion in the service is very gratifying to his friends. First Officer Samphay of the *Loongiang*, who has also been several years on the vessel, will assume command on her arrival at Hongkong.

Carl Schilling, August Teke, and Johannes Schütz, seamen from the s.s. *Hohenzollern*, were charged before Mr. F. A. Hazland this morning, with behaving in a noisy and disorderly manner in Queen's Road, East, on the 30th inst., the first defendant with further assaulting P.C. Mills, and the second and third with obstructing P.C. Mills in the execution of his duty. It appears the defendants were assaulting a ricksha coolie, and the constable went to stop the disturbance, when the first one struck him on the arms and legs, and when he was arresting him the other two defendants pushed him and tried to prevent the arrest. Chief Inspector Hanson acted as interpreter and through him the defendants said that they had bought some shirts and tobacco from a Chinese shop, and then engaged rickshas for a drive. They stopped at another shop, and when they wanted their belongings the ricksha coolie refused to give them up, intending to annex them. For this they thrashed him. They were each ordered to pay a fine of \$8.

## "OPEN PORTS."

Chung Ho, a married woman, aged 17 years, was placed before Mr. F. A. Hazland this morning on the prosecution of M. Costa, steward on the s.s. *Zet A*, charged with stealing a quantity of stores from that vessel. The prosecutor said that the defendant had discharged cargo into the ship, and remained fast alongside in her boat for some time, and as witness was looking over the side he saw a small boy climb up from the stern of the defendant's boat, and, putting in his hand through the store-room port, extract a number of tins of various provisions, which he handed to defendant, who placed them in the junk cabin. Witness at once got down into the junk, but seeing him coming the boy bolted across a number of other junks, all lying alongside, and could not be found. The police were called and the woman given in charge. The woman pleaded ignorance of the fact of the goods being stolen. She said she thought she had to take them somewhere, though nobody had told her so. She did not know what had become of the boy. Mr. Hazland said it was the boy who committed the theft and, if found, could be charged, but as there was some doubt about the woman's guilty knowledge she must be discharged.—This should be a warning to vessels in the harbour not to leave their port-holes open while cargo boats are alongside, for as Inspector Langley pointed out in reply to a question from the Court, when these junks are empty they are so high in the water that it is easy for the boat people to look in at the open ports of ships alongside which they are lying and extract anything within reach that may take their fancy, while the attention of the officers and crew is engaged in loading and discharging the cargoes of their vessels.

## RULE OF THE ROAD; COXSAIN FINED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.M., Marine Magistrate, this morning, Wong Kam, master of steam launch K. 87, was charged with failing to observe the rule of the road in this harbour on the 22nd inst. P. C. Norman, of the Water Police, said he was on duty on that day off Arsenal Street wharf, when he saw dock launch 87 leaving Wanchai for Lungtom, while the launch *Otsaka Maru* was coming from the East, blowing one blast on her whistle. The dock launch blew two blasts and held on her course. The *Otsaka Maru* then blew one blast and ported her helm, the dock launch blowing another two blasts and keeping on her course. Witness then stopped the dock launch and the *Otsaka Maru* went by—the master of the *Otsaka Maru* corroborated the last witness, proving his statement by models.—Wong Kam, master of 87, said he put his helm to port, but had first to keep on his course to clear a sampan.—P. C. Norman said there was no sampan in the way that could possibly have interfered with his movements in avoiding the *Otsaka Maru*.—Wong Kam was fined \$5, and warned to be more careful in future.

## CERTIFICATE SUSPENDED.

Before Mr. Basil Taylor, an inquiry was held to-day regarding the collision between the launch *Kwong Hung* and the *Daisy*, in the harbour on the 30th inst.—P. S. Counsell said at the time he was going from east to west in the *Daisy*, and when off Blackhead Hill he saw the *Kwong Hung* coming up astern, going a great deal faster than the *Daisy*, and when abreast of the *Daisy* on the starboard side, the *Kwong Hung* starboarded her helm and collided with the *Daisy*, grazing along the starboard side, though he had lots of room. Cheung Sim, coxswain of the *Kwong Hung*, said he was on his way from Hungtom to Hongkong, and the *Daisy* was coming from Wanchai on his port bow. He did not see her until she was half a boat's length from him. Witness here said that statement was not true, he saw the *Daisy* a long way off. Witness then refused to answer any other questions, and constantly contradicted himself. Mr. Taylor said he considered P. S. Counsell's story to be the true one, and suspended the certificate of Cheung Sim, the coxswain of the *Kwong Hung*, for two months.

## MORE SEAMEN GO TO GAOL.

Walter Paul Sieventon, steward of the s.s. *Evendale*, was charged with (1) disobeying the lawful commands of the master, Captain W. Giddard, and (2) assaulting Mr. W. Giddard, chief officer, on board that steamer in this harbour on the 29th inst.—When placed before Mr. F. A. Hazland this morning defendant pleaded guilty to the charge of disobedience, but did not know whether he was guilty of the charge of assault, as he was not sure who struck the first blow.—His Worship asked the captain if this case could not be settled outside, but the captain said he feared not, as he found the man useless, and to-day he was also obliged to prosecute H. Morgan, the cook of the *Evendale*, for disobedience of lawful orders, and for continuous and wilful neglect of duty, and he did not want either of these men on board.—The Magistrate said that before he would deal with these men the captain had better go and see the Harbour Master, and see if some settlement could be arrived at whereby the men would be placed on board on their undertaking to be of good behaviour in future, and the case was remanded for one hour.—When the captain returned the case was resumed; the master stating that yesterday morning he sent the defendant to his room, and ordered him to remain there. The man refused to do so; he was drunk, and went about the deck abusing witness and the officers, and generally disturbing everybody on the vessel, and finally told the captain he would "do three months for him any time." He was constantly using threats to the officers and himself. Defendant said "as regards threats and bad language, and the like of that, if we was all put on board I don't know who would prove the reddest!"—W. Giddard, chief officer of the s.s. *Evendale*, said he went to get some water and was just filling a glass when the defendant came and asked him to give him a drink of water, which witness, of course, refused to do. Defendant then came running at witness and commenced to strike him. Witness then got hold of defendant and put him on the deck. Defendant was drunk, and struck witness on the chest and arm, and then called him everything bad.—Defendant said if he struck the officer it was quite unintentional, and he was very sorry for it, as he had nothing against him, but he had a hard case to deal with in the captain.—The first defendant was discharged on the first count, but convicted on the second and sent to gaol for seven days, but without hard labour. The case against the second defendant was that he went ashore against the express orders of the captain. Defendant had nothing to say in his defence, and was sentenced to two weeks' hard labour.

## COMMERCIAL.

## SHARE LIST.

The following further alteration is to be noted in Messrs. Benjamin, Kelly & Potts's share list to-day:—

China Sugars	121
10-DAYS EXCHANGE.	Selling.
London—Bank T.T.	110 1/2
Do. demand	110 1/2
10 months' sight	110 1/2
France—Bank T.T.	23 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	102 1/2
India T.T.	102 1/2
Do. demand	102 1/2
3 months' sight L/C	110 1/2
6 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	31 1/2
4 months' sight do.	32 1/2
6 months' sight do.	33 1/2
4 months' sight Germany	107 1/2
Bar Silver	37 1/2
Bank of England rate	24 1/2
Sovereign	10 5/8

## BUYING.

Malwa-New	118 1/2
Old	120 1/2
Older	120 1/2
Oldest	120 1/2
Patna-New	115 1/2
Old	117 1/2
Benares-New	107 1/2
Old	109 1/2
Benares (Paper)	70 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	Per picul
Malwa-New	118 1/2
Old	120 1/2
Older	120 1/2
Oldest	120 1/2
Patna-New	115 1/2
Old	117 1/2
Benares-New	107 1/2
Old	109 1/2
Benares (Paper)	70 1/2

## To-day's Advertisements.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1905.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st July, 1905. [788]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 5th, to the 19th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st July, 1905. [789]

## CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF TEN PER CENT. for the half-year ending 30th June, 1905, on the Paid-up Capital.

DIVIDEND WARRANTS payable on FRIDAY, the 18th August, will be issued to Shareholders on application. The TRANSFER BOOKS of the Company will be CLOSED from 5th to 18th August, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 31st July, 1905. [792]

## NOTICE OF REMOVAL.

THE OFFICES of W. H. BOYD & Co. have this day been REMOVED to No. 10, DES VUEUX ROAD CENTRAL.

Hongkong, 31st July, 1905. [786]

## NOTICE.

DRS. MULLER and JUSTI have REMOVED to their new office, REDEMPTIONS, Second Floor.

Hongkong, 31st July, 1905. [787]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "PRINZ EITEL FRIEDRICH."

Captain Prehn, will leave for the above places, TO-MORROW (TUESDAY), the 1st August, at Daylight.

For further Particulars, apply to  
NORDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 31st July, 1905. [793]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 7th August, at 9.30 A.M.

All Claims must reach us before the 12th August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 31st July, 1905. [790]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

## "NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd August, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st July, 1905. [790]

## JAVA-CHINA-JAPAN-LIJN.

## FROM JAVA PORTS AND MACASSAR.

## THE J. C. J. L. Steamship

## "BOGOR"

Captain Werkhoven, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 1st August will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

Head Agency of the  
JAVA-CHINA-JAPAN LIJN,  
Alexandra Buildings.

Hongkong, 31st July, 1905. [791]

## Intimations.

THE

## ROBINSON PIANO COMPANY, LD.

MAKERS OF

## HIGH-CLASS PIANOS.

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES.

OF THE







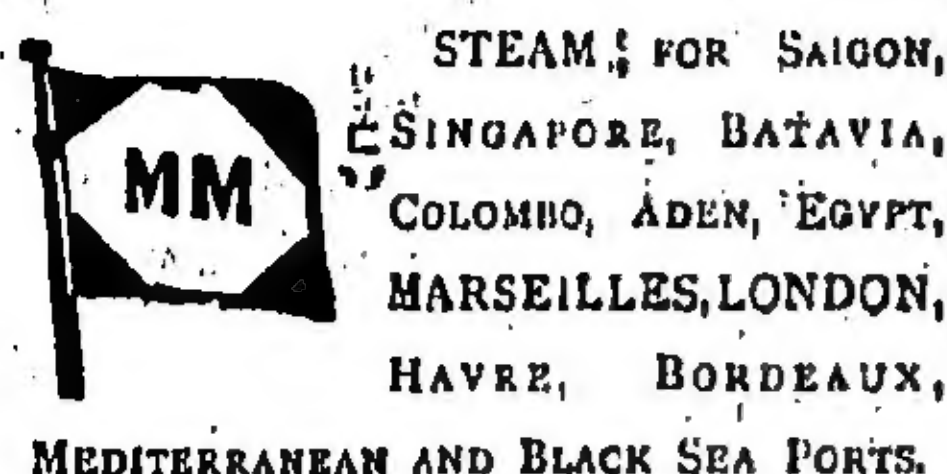




## Mails.

### MESSAGERIES MARITIMES

#### FRENCH MAIL STEAMERS.



STEAMERS FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

**The S.S. "TONKIN,"**

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 8th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SYDNEY.....22nd August.

S.S. ARMAND BEHIC.....5th September.

S.S. ERNEST SIMONS.....19th September.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1905.



**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

**THE Steamship**

**"COROMANDEL,"**

Captain G. M. Monford, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Maldavia*, 5,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 24th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 31st July, 1905.

**NORTHERN PACIFIC LINE.**

**BOSTON STEAMSHIP COMPANY.**

**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i> .....	9,606	T. W. Gardick.	At Aug. 8
<i>Hyades</i> .....	3,753	Geo. Wright.	" Aug. 16
<i>Lyra</i> .....	4,417	G. V. Williams.	" Sept. 15
<i>Pleiades</i> .....	3,753	F. G. Purinton.	" Sept. 15
<i>Shawmut</i> .....	9,606	E. V. Roberts.	" Sept. 15

Steamer marked (\*) have no second-class passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

**DODWELL & CO., LIMITED,** General Agents.

Queen's Buildings, Hongkong, 31st July, 1905.

## ACHEE & CO.

ESTABLISHED 1859.

### FURNITURE, DEPOT

FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 256.

**AMATEUR WORK** receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

## To Let.

**TO LET.**

**A BUILDING** at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 31st July, 1905.

**TO LET.**

**NO. 3, MACDONNELL ROAD.**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 19th July, 1905.

**TO LET.**

**GODOWN No. 3, NEW PRAVA, Kennedy Town.**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 27th June, 1905.

**TO LET.**

**WITH IMMEDIATE POSSESSION:**

**"FOREST LODGE,"** Caine Road.

Apply to—

**H. N. MODY.**

Hongkong, 4th May, 1905.

**TO LET.**

**SHOP, No. 14, QUEEN'S ROAD, CENTRAL.**

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

**S. HISNEY,** Hongkong Hotel.

Hongkong, 8th June, 1905.

**TO LET.**

**SEMI-DETACHED VILLAS, Two,** in Garden Road, near the Ferry, with fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

**H. RUTTONJEE,** No. 5, D'Aguilar Street, 37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

## For Sale.

### TUBORG BEER.

**A FIRST CLASS PILSENER BEER** guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

**SIEMSEN & CO.**

Hongkong, 10th January, 1905.

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT.**

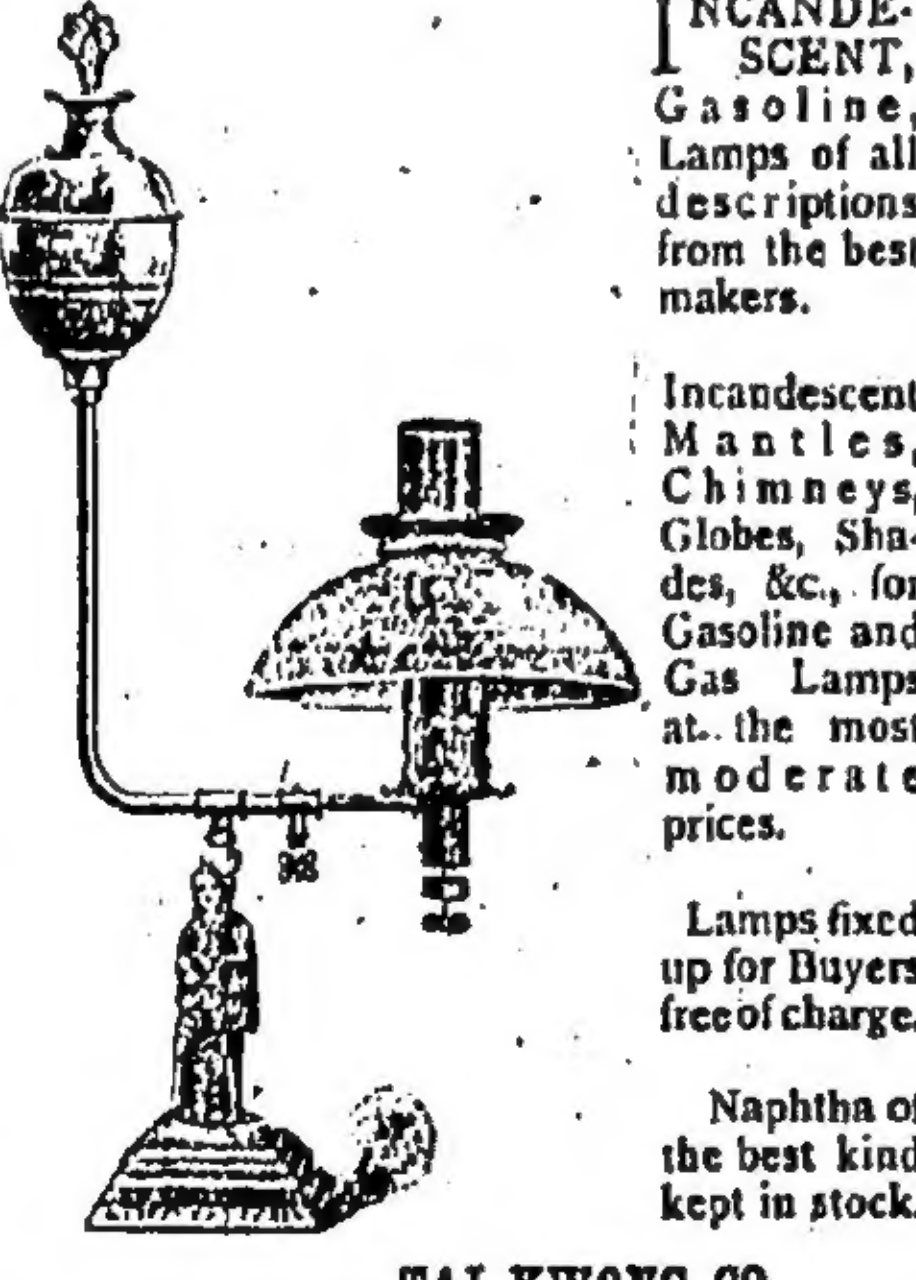
\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

**SEWAN, TOMES & Co.,** General Managers.

Hongkong, 7th March, 1905.

## FOR SALE.



**INCANDESCENT, Gasoline, Lamps** of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

**TAI KWONG CO.,** 56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

SHARE QUOTATIONS.									
Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.		
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$250,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$2.46 for second half-year 1904	5 %	{ \$915 London 489 1/2	buyers
National Bank of China, Limited	99,945	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38	buyers
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$17,330	\$150,494	\$17 for 1903	5 1/2 %	\$315	
China Traders' Insurance Company, Limited	24,500	\$83.33	\$25	{ \$950,000 \$151,002 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.3.1904	6 1/2 %	\$74	buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$17,749 \$803,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$218,092 \$2,241 \$1,200,595	\$2,078,997	\$35 for 1903	4 1/2 %	\$730	buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000	\$320,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,595	\$360,372	\$34 for 1903	11 %	\$315	buyers
SHIPPING, TUG AND CARGO BOATS.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$175,000 \$85,439 \$250,000 \$600,000 \$158,444 \$120,000	\$8,832	\$1 for 1904	5 %	\$20	sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Nil.	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35	sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$158,444 \$120,000 £241,150 £4,399 Tls. 25,000 £4,000 £4,116 \$65,000 \$24,257 \$400,000 \$21,775 \$130,153 Tls. 126,000 Tls. 276,679	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2	sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 3,999	£4,435	12/- @ 1/10 = \$6.29 5/11 for 1904	6 1/2 %	\$93	
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 31,703	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 60	buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 31,703	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 21 1/2	sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£58,852	{ \$1.80 \$0.90 } for year ending 30.4.1905	5 1/2 %	\$33	sellers
"Star" Ferry Company, Limited	{ 10,000 10,000 }	{ \$10 \$10 }	{ \$10 \$10 }	{ \$24,257 \$400,000 \$21,775 \$130,153 Tls. 126,000 Tls. 276,679 }	{ \$29 \$21,775 }	\$10 for 1904	7 %	\$145	
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 126,000	Tls. 276,679	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28	buyers
REFINERIES.									
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of \$15 making \$20 for 1904	9 1/2 %	\$220	buyers
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	\$3 for 1897	1 1/2 %	\$27	sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68	sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Interim of 1/- (No. 4)	...	Tls. 7 1/2	buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	Interim of 50 cents (gold) for 1905 (No. 5)	...	G \$17	
Oriental Consolidated Mining Company, Limited	30,000	G \$10	G \$10	none	G \$672,093	No. 12 of 1/- = 48 cents	...	\$5	sellers
Raub Australian-Gold Mining Company, Limited	150,000	£1	£1	£4,873	£4,029	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490	
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140	buyers
Docks, Wharves & Godowns	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	{ \$3.75 for 1904 on old capital First year	7 1/2 %	\$27	
Farnham (S. C.) Boyd & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	Interim of \$2 1/2 for 1905	5 1/2 %	\$97 1/2	buyers
Fenwick (Geo.) & Co., Limited	{ 12,000 12,000 }	{ \$25 \$25 }	{ \$25 \$25 }	{ \$58,423 \$10,000 \$300,000 \$250,000 \$33,500 }	{ \$498,289 \$489 \$40,936 }	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$1 1/2 for 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend } for 1903	7 1/2 % 7 % 5 1/2 % 6 1/2 %	\$196 \$270 \$17 \$10	buyers sellers buyers sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 140	sales
Howarth Erskine, Limited	17,000	\$100	\$100	\$60,000	\$489	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	Tls. 135	sales
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	Final of 60 cents making \$1.80 for 1904	10 %	\$18	sales
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$40,936	{ None Preferential of 7 per cent for 1904	...	\$100	sales
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	6 1/2 %	\$111 1/2	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,710 Tls. 59,880 £2,100,000 Tls. 17,500 }	{ Tls. 10,711 £206,645 Tls. 2,762 }	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 140	sales
Tanjong Payar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	Tls. 135	sales
Yankee Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190	
LANDS, HOTELS & BUILDINGS.									
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$32	sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135	sales
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of 60 cents making \$1.80 for 1904	10 %	\$18	sales
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	{ None Preferential of 7 per cent for 1904	...	\$100	sales
Do. (New Issue)	24,000	\$15	\$15	\$360,000			7 %	\$7 1/2	sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$144	buyers
Hongkong Land Investment and Agency Co., Ltd.	30,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$116 1/2	buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,000	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 1/2 %	Tls. 17 1/2	
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$4	...	\$105	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 none }	{ \$11,958 \$377 }	90 cents for 1904	7 1/2 %	\$12 1/2	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$10	sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	{ Tls. 40,066 Tls. 670 }	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 170,000	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45	sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 217 1/2	buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12	buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$50	buyers
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 1,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50	sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16	sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 none }	{ Tls. 13,629 Tls. 10,000 Tls. 22,950 }	Interim of 3 % a/c 1898	...	Tls. 45	buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 56	sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,950	4 % for 1897	...	Tls. 200	buyers
CIGARS AND TOBACCO COS.									
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100	
Philippine Company, Limited	7,500	\$10	\$10	none		First year	...	\$94	sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	{ Tls. 1,091 }	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68	sales
MISCELLANEOUS.									
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year	...	\$118	sales
Reit's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	\$1,182	1/3 per share for 1904	12 %	\$64	sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,600	\$1,182	\$3 for 1904	8 1/2 %	\$30	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$12	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 75	
China Light and Power Company, Limited	100,000	\$10	\$10	none	\$3730	None	...	\$8 1/2	sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$8 1/2	sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	\$2,706	\$14 for year ending 31.7.1903	7 1/2 %	\$17	sellers
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$112,500 \$400,000 \$500,000 \$180,000 }	{ \$95,054 \$7,551 }	\$3 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$700	
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$400,000 \$500,000 \$180,000 }	{ \$7,551 £8,188 }	\$2 for 1904	7 1/2 %	\$26	buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$7,551	Final of \$14 making \$2 1/2	9 1/2 %	\$27	sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$170	buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	{ \$1.00 50 cents } for year ending 30.4.1905	6 1/2 %	\$16	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	7 %	\$10	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,350	Final of \$15 making \$17 for 1904	7 %	\$24 1/2	buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 %	\$12	buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Interim of 50 cents 30.9.04	12 1/2 %	\$15	
Kait Bros., Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1904	6 %	\$35	buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$475,000	\$21,562	Interim of \$5	7 1/2 %	\$145	sales
Maatschappij tot Rijzen Bosch- en Landbouwerij- plaatjes in Langkat, Limited	Gs. 100	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	{ Tls. 35,849 }	{ 2nd quarterly of Tls. 4, paid 15.6.05 mak- ing so far Tls. 12 1/2 for 1905 \$2 for year ended 31.10.1904	19 %	Tls. 190	buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	\$2 for year ended 31.10.1904	9 %	\$23	
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	832	Final of \$5 making \$5 for the year ending 30.6.04	9 %	Tls. 25	
Moutrie (S.) Company, Limited	4,000	\$50	\$50	\$5,000	\$5,637	None	...	\$50	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,637	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 120	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 }	{ Tls. 10,347 Tls. 6,968 }	Tls. 5 for 1903	6 %	Tls. 80	sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 17,220	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 160	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 17,220	Tls. 17,220	Interim of 15/- for 1905	5 %	Tls. 415	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	\$1,760	\$64 for year ended 31.7.1904	7 1/2 %	\$80	sellers
Singapore Dispensary, Limited	600	\$50	\$50	\$200,000	Dr. \$5,068	None	...	\$21	
South China Morning Post, Limited	6,000	\$25	\$25	none		60 cents for year ended 31.5.04	7 1/2 %	\$8	buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	First year	...	\$7 1/2	buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	\$10 for second half year 1904	7 1/2 %	\$150	buyers
Straits Trading Company, Limited	350,000	\$10	\$10	{ \$50,000 \$50,000 }	\$84,813	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904 Tls. 2 for half year	6 1/2 %	\$4 1/2	buyers
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,025	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	9 %	Tls. 120	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,999 }	{ Tls. 1,012 }	{ \$80 cents } for year ended 31.5.1905 £18.80	7 1/2 %	\$80 ex div.	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$22,000	\$551	Final of 50 cents making \$1 for 1904	7 1/2 %	\$160 ex div.	
Do. (Founders)	180	\$10	\$10	\$300,000	\$6,000	Interim of 50 cents making \$1 for 1904	7 1/2 %	\$15	buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$18	sales
William Powell, Limited	12,000	\$10	\$10	\$5,000			...	\$18	sales